

WEATHER.

Partly cloudy, with showers tonight or Sunday; somewhat warmer tonight.

No. 18,155.

WASHINGTON, D. C., SATURDAY, JUNE 11, 1910—TWENTY PAGES

ONE CENT.

SEATTLE SWEEP BY WIND-DRIVEN FIRE

Million-Dollar Property Loss and Five Hundred People Homeless.

SIX CITY BLOCKS ARE ENTIRELY WIPED OUT

Damage Would Have Been Greater But for Heavy Rain.

BUILDINGS MOSTLY SMALL

With Hurricane Raging, Modern Structures Burn Like Tinder. No Known Loss of Life.

SEATTLE, Wash., June 11.—Fire that broke out on the northern waterfront during a hurricane last night was carried by the wind to a district to the eastward thickly covered by wooden buildings, and in a short time twenty acres were ablaze, causing a loss of \$1,000,000 and rendering 500 people homeless.

The fire, starting at Railroad avenue and Battery street, destroyed all the buildings on six city blocks and picked out a wooden house here and there in the surrounding district not entirely free swept. When the flames were at their height burning brands set fire to houses several blocks from the main fire.

No Known Fatalities.

Alarming reports of loss of life were circulated, but so far as can be learned there were no fatalities.

Just as the firemen had begun to despair of saving a large and populous area east of 2d avenue the wind suddenly abated and a brisk rain began to fall, materially aiding the fire fighters by quenching coals blown to roofs of houses.

So far as known only three persons were seriously hurt, although many firemen were slightly injured.

Sixty horses were burned in a stable on Railroad avenue.

Area of the Fire.

The district entirely destroyed consists of the blocks bounded on the west by Railroad avenue, on the east by 2d avenue, on the north by Battery street, and on the south by Vine street. On the east side of 3d avenue an open place gave the firemen a chance to make a determined stand and they succeeded in stopping the passage of the flames. A rain which began shortly after the fire started developed into a heavy shower soon after midnight. At the same time the wind died away.

The largest buildings burned were the Gable-Bacon warehouses, which covered the entire block bounded by Railroad and Elliott avenues and Battery and Wall streets. They were erected last year at a cost of \$200,000. Another large building destroyed was that of the Puget Sound sheet metal works.

Rubber Made First Blaze.

On the west side of 1st avenue between Bell and Wall streets a storage warehouse filled with rubber insulated cables and electrical material made so hot a blaze that it was impossible to get near it. The Glenachry apartments, a three-story brick structure, recently constructed, and the Wallfirst Hotel, between Western avenue and 1st avenue, on Wall street, were also burned. The latter was a concrete building and after the fire had swept through it dynamite was used to raze the tottering walls.

Most of the buildings were one, two and three story frame structures, used as saloons and dwellings. Many people fled on their night clothes, not having time to dress before being compelled to vacate by the rush of the flames.

Used Blankets for Tents.

All the private dwellings in the neighborhood outside the danger zone were opened to the refugees, but some families spent the night guarding their belongings in the open. Stokades were made of trunks and furniture and blankets were used as tents to keep off the rain.

The Pacific Hospital at 1st avenue and Western street was directly opposite the hottest part of the fire and was in great danger. Ambulances were rushed from all parts of the city and patients were removed as rapidly as possible to the hospital.

After all the patients had been removed the hospital caught fire, but it was extinguished before much damage was done. There was no panic during the removal of the patients.

Missing People Found.

Persons reported missing last night during the fire were found today, and it is believed there was no loss of life. None of the half dozen persons injured was seriously hurt.

The patients of the Pacific Hospital, who were scattered among the other hospitals of the city, were not injured by the transfer.

ARCHBISHOP IS THREATENED.

New Orleans Prelate Active in Crusade Against Racing.

NEW ORLEANS, June 11.—A letter threatening Archbishop Blenk of the Roman Catholic diocese of New Orleans with death on account of the active part he is taking in the work directed against the revival of race track gambling in Louisiana was received at the Archbishop's palace last night.

The letter is one of several recently received making threats on account of his opposition to racing.

Deaths Came Close Together.

WASHINGTON, Pa., June 11.—Within two hours of each other John May, aged seventy-six, and his wife, Hannah May, died in the house at Gerards Fort, Greene county, where they were married fifty-seven years ago. In the same dwelling they reared a family of seven and celebrated their golden wedding. Both were born within a hundred yards of where they lived and died.

TAFT WANTS PROBE TRAILER CAR TO GO

Insists on Commission to Deal With Stock Watering.

PARAGRAPH IN RATES BILL

Conferees Declare Inability to Force Control at This Time.

SAY DEMOCRATS ARE IN WAY

President Demands Provision for Investigation as Alternative—Republicans Will Attempt It.

President Taft today strongly insisted to the Senate and House conferees that the railroad bill should contain either a provision for government control of the issue of stocks and bonds or authority for a commission to go into the subject and report to the next Congress the best plan to prevent watering of securities by common carriers.

The conferees and the railroads will be badly harassed over this ultimatum of the President; the former because it may delay adjournment of Congress, and the railroads because the creation of a commission will mean that the railroad question will continue to be an issue in the next Congress and probably in future campaigns.

The railroads have been hoping that when this railroad bill is out of the way they will have year or two of quiet, with no interruptions beyond the action of the courts in passing upon cases now pending before them. The commission plan, which President Taft insists upon, will hang a vital part of the railroad problem up as a point of issue some time to come and afford room for agitation of all sorts.

Personnel of Conference.

The President had with him in a long conference this morning Senators Aldrich and Elkins of the Senate conferees, Representative Mann of the House conferees, Speaker Cannon and Attorney General Wickersham. While the entire railroad legislation was before the conferees, an earnest desire to see speedy action, the President's personal interest in the subject and the pledge of the party in the Chicago platform be carried out. These pledges included one looking to the control by the government of stock and bond issues so as to prevent watering and similar transactions in railroad securities which it is proposed to operate on the various lines and during the periods when the present schedules are suspended. The right to order changes in the schedules submitted whenever the public comfort and convenience may demand such action.

Orders were also handed down modifying the commission order of May last, requiring cars on the 14th street line of the Capital Traction Company to be operated on a one-minute schedule from 4:15 to 6:15 o'clock in the afternoon, so as to make that schedule apply between 4:15 and 6:15 p.m., and to require the running of the cars on the 14th street line to be six inches on an empty car, until the necessary repairs to the pavement and changes in the grade of the street have been made, which will allow the safe and practical operation of cars equipped with pneumatic tires.

The decision with reference to the equipment of the cars was explained by the recommendation of the District electric railway commission after a long and arduous struggle. The decision upon the subject. In its letter to the interstate commerce commission the District commission sets forth that the original order, February 18 last, the two principal street railway corporations submitted their objections to the order and their plans for the future respecting trailers.

When the conferees left the White House it was understood that they would attempt to arrange the commission plan. The President, however, was not to be so easily won. He was, however, firm in insistence that the republicans in Congress should keep faith with the people.

Unless this is done he may consider the bill as a failure. This, however, is considered improbable.

President to Be Away Next Week.

The President hoped to let his views be fully known to Congress through today's conference, inasmuch as he will be away from Washington much of the time next week and the week after. The President will leave the city at midnight Tuesday for Marietta, Ohio, to attend the annual convention of the United States, which will convene at Marietta, Ohio, on Wednesday morning.

He will spend the whole day there, returning to Washington Wednesday night and reaching here Thursday morning. Friday he will give to cabinet meeting and will then go to the White House on Saturday morning he will again leave the city.

He has two engagements next Saturday. At the commencement exercises at Villa Nova College, Villa Nova, Pa., a Catholic institution. The other is to deliver a paper before the National Academy of Sciences at the University of Pennsylvania.

He will not get back to Washington until late Saturday night. Sunday he will start for New Haven to attend the commencement exercises at Yale University, accompanied by Mrs. Taft and children, who will go from Yale to Beverly to begin their summer vacation.

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Double Trucks Only Will Be Allowed After July 1, 1912.

WITH SPECIAL CONDUCTOR

Interstate Commerce Commission's Order Affecting the District.

SCHEDULE CHANGES MODIFIED

One-Minute Cars Ordered on 14th Street Line Between 4:15 and 5:45 P.M. Only.

No trailer car may be operated for the purpose of carrying passengers on the street railways of the District on and after July 1, 1912, unless it be a double truck car, in which case a separate conductor must be provided for each car composing the train. This order was handed down by the interstate commerce commission today to supersede the order of February 18 last, in which the commission directed that on and after March 1 every trailer operated in the District should be equipped with a separate conductor. The order of February 18 was extended from February 26 until March 1, upon condition that the street railway companies submit a statement of their plans by March 5 with reference to the abolishment of the trailer cars. It was afterward extended to April 1, May 1 and finally to June 30.

In addition to the above regulation respecting trailers, the commission also handed down orders suspending during the months of July, August and September, 1910, its orders affecting the schedules of the various lines as follows: Those of February 9 and July 10, 1909, and February 18, 1910, affecting the Connecticut avenue line of the Washington Railway and Electric Company; those of July 23, 1909, affecting the North Capitol street and the City and Suburban lines, and those of February 9, June 21 and July 23, 1909, and May 2, 1910, affecting the line between the Potomac and the Washington Railway and Electric Company; the line between the Washington Railway and Electric Company and the Anacostia and Potomac River Railroad Company; the City and Suburban Railway Company of Washington and the Anacostia and Potomac River Railroad Company submit to the commission on or before June 25 the substitute schedules which it is proposed to operate on the various lines and during the periods when the present schedules are suspended. The right to order changes in the schedules submitted whenever the public comfort and convenience may demand such action.

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The melancholy days have come. The saddest of them all: Not cold enough for furnace fires, For ice, there is no call.

BIG RENT IN PLUVIOSE FINDS FOR DENNETT

Two Bodies Recovered From Submarine.

Craft Full of Water—Superstructure Emerges at Low Tide, When Wreckers Go to Work.

CALAIS, France, June 11.—The manner of the sinking of the French submarine Pluviose was revealed today, when the superstructure emerged at low tide.

A rent, fifteen feet long and two feet wide, was found in the stern, where the submerged craft had been struck by the channel steamer Pas de Calais. Two bodies were recovered before the rising tide again closed over the wreck.

The Pluviose was sunk with her crew of twenty-seven men in the English channel two miles off the French coast May 26. Since that time wreckers have been engaged at every high tide in towing the submarine ashore.

It was impossible to raise the wreck to the surface. Today in the shallow water of the jetty the superstructure rose to view and the first thorough examination was possible.

The body of Helmsman Le Breton, clad in oilskins, was found at his post in the steering tower. The trap door leading from the tower to the compartment below was closed. A second body had been recovered from the compartment below the suspension of the operations.

As it is now established that the hull is filled with water, holes will be used through the plates to make possible the removal of the other bodies.

LEAVE FOR ST. PAUL.

Pinchot and Garfield to Attend Conservation Banquet Tonight.

CHICAGO, Ill., June 11.—Gifford Pinchot, former chief forester of the United States, and James R. Garfield, former Secretary of the Interior, left last night for St. Paul to attend the conservation banquet of the Roosevelt Club of St. Paul tonight.

Mr. Pinchot, who with Mr. Garfield, was a guest of the University Club yesterday, was in receipt of a cable message from Col. Roosevelt concerning the latter's attendance at the trip.

Mr. Pinchot will be in St. Paul some time in September or October. In this message the former President says he will set a date for his visit to St. Paul after his return to this country.

Tons of Raisins Burn.

FRESNO, Cal., June 11.—Fire last night destroyed 2,000 tons of raisins, valued at \$100,000. The raisins were stored in a warehouse.

Bona Fide Circulation of The Evening Star.

Saturday, June 4, 1910... 52,291
Sunday, June 5, 1910... 44,283
Monday, June 6, 1910... 51,548
Tuesday, June 7, 1910... 51,713
Wednesday, June 8, 1910... 51,743
Thursday, June 9, 1910... 51,053
Friday, June 10, 1910... 51,552
*Rain.

Shrewd Advertisers Will Notice That—

This is a statement of papers read, not papers printed; of publicity, not junk. This statement shows a gain in net circulation of about 15,000 over the net circulation of The Evening Star for the corresponding period of a year ago.

HOUSE COMMITTEE REPORT WILL VINDICATE COMMISSIONER.

House Committee Report Will Vindicate Commissioner.

FAVORITISM NOT SHOWN

Allegations of Exorbitant Expenditures in Department Declared to Be "Without Foundation."

A complete vindication of Commissioner Fred Dennett of the general land office of all the charges of reckless expenditures brought against him by Representative Hitchcock of Nebraska, a democrat, will be announced in the report of the majority of the House committee on Interior Department expenditures.

If there is a minority report it practically will be based on the allegation of favoritism and unauthorized expenditures for "Jack" Ballinger's trip across the continent, from Washington to Seattle, where he left the government service to go into private service.

"Jack" Ballinger is a nephew of Secretary Ballinger and Mr. Hitchcock claimed that the young man intended to resign when he left here and that the allowance of his traveling expenses and per diem pay under a designation of "special temporary inspector" of offices was a "final rake-off" and an "outrage on the Treasury."

Secretary Not in Office.

The majority report will say that R. A. Ballinger was not then in public office and nobody had any idea that he would be Secretary of the Interior.

"Without foundation" is the way the committee will stamp the allegations that there were exorbitant expenditures for furniture, for "a certain large brick chimney" erected in Washington for the land office building, unauthorized employment of a certain corps of clerks, etc.

Col. Roosevelt spent most of Friday on shipboard resting after Thursday's strenuous walk with Sir Edward Grey.

Coming aboard the steamer at Southampton he inspected all parts of the great ship in company with Julius P. Meyer, assistant general manager of the steamship line. Afterward he talked with many of the passengers. He dined early last evening and retired shortly afterward for the night.

WAR ON LOAN SHARKS.

Atlanta Grand Jury Returns Forty-Five Usury Indictments.

ATLANTA, Ga., June 11.—As a result of a campaign waged by newspapers and civic associations against "loan sharks," the Fulton county grand jury has returned forty-five indictments against local money lenders charging usury. Further indictments are expected to be returned against similar establishments when the grand jury reconvenes next Tuesday.

"The stories told the grand jury reveal a condition in this town worse than smallpox," said one of the attorneys interested in the investigation.

"It was shown that the exactions of these 'sharks' resulted in at least one suicide."

CURED HIM OF FITS.

Negro Hit With a Brick Withdraws Charge Against His Assassin.

PETERSBURG, Va., June 11.—Declaring the blow on his head of a brick thrown by Percy Stokes, colored, by whom he was assaulted, had cured him of having fits, Willie Botts, a negro youth, before Justice Plummer in the police court withdrew his charges against Stokes. The assault occurred May 23, during a fight in a street here, and Botts was knocked unconscious. The physician who attended him said Botts' skull was fractured, and he removed a piece of it.

Stokes did not get off in court, however, until he paid a fifteen-dollar fine for throwing rocks in the streets, a violation of a city ordinance.

DUKE UNDER COVER LAKE COMO VICTIM WAS SUFFOCATED

Girl He Seeks to Make Wife Also Has Disappeared.

MAY TRY IN ANOTHER CITY

Aged Millionaire's Matrimonial Path Is a Hilly One.

CHILDREN TAKING A HAND

Hurrying to Washington in Hope of Preventing Tobacco Magistrate's Fourth Marriage.

With both of the principals missing and information concerning even their possible whereabouts denied by the few persons supposed to be in touch with them, the wedding of Brodie L. Duke, national tobacco manufacturer of Durham, N. C., and Miss Mylana Roschelle of the same North Carolina town today seems destined not to be consummated—so far as its celebration in Washington is concerned. According to dispatches from Durham the children of Mr. Duke, much opposed to this woman's to the marriage on the sea of matrimony, are coming to Washington as rapidly as fast express trains can bring them, but up to a late hour this afternoon none of them had reached the capital.

Among Duke's friends the impression prevails that the failure of his efforts to make Miss Roschelle the fourth Mrs. Duke in this city has induced him to seek a more hospitable Gretna Green, and it is expected that the next news of him and his prospective bride will come from Rockville or Richmond, or some other nearby town in Maryland or Virginia.

Tobacco Made Him Rich.

Brodie L. Duke, according to his own statement, is the oldest of the marriage license bureau, is sixty-two years old, and he is one of the sons of the founder of the Duke line of tobaccos, which made millionaires of the original Duke and all of his descendants.

Brodie Duke, who was married last Saturday and registered at the Ebbott House, but his intention to again become a Benedict did not appear above the surface until yesterday morning, when he walked into the local marriage license bureau and procured a license to wed Mylana Roschelle, who is twenty-eight years of age, whose residence he stated was Durham, N. C. Rev. J. H. Haskell, pastor of the First Presbyterian Church was designated as the minister who was to officiate, but in the absence of the Rev. Haskell, Mr. Duke encountered the first stumbling block to the consummation of his budding romance for Dr. MacLeod, learning that Mr. Duke had twice been divorced, declined to perform the ceremony.

No Change in License.

To have the knot tied by another minister who did not object to the prospective bridegroom's